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American clipper; and because, in the chapter on coaling stations, they give a good description of the development of the American iron and steel industry. As is well known in this country, the evolution of the modern bulk-freighter in service on the Great Lakes grew directly out of the demand at lower lake ports for ore from Michigan and Minnesota.

The book was apparently in press before August, 1914—before the war had altered so many of the currents of trade, and had created the new and large oversea demand for American coal. In view of this new American trade, some significance attaches to a forecast made by the authors in the chapter on the coaling stations of the world's mercantile marine. Almost from the time that steamers began to supersede sailing vessels in ocean transport, supplies for these coaling stations were drawn exclusively from Great Britain, to the great advantage of the British coal trade, and also of British shipping. In more recent years, Australia, New Zealand, South Africa, India, China and Japan have been pushing into this trade with the coaling stations. Messrs. Kirkaldy and Evans note this fact, and also the fact that good American coal has been sold at Panama ports at 17s 6d per ton. With the development of the American coal trade through the Panama canal, they anticipate American competition for the trade of the coaling stations—"not a pleasurable prospect," they add, "for British shipping interests; for with the export of coal on a large scale, American shipping will again become a serious competitor for ocean transport services."

EDWARD PORRITT.

HARTFORD, CONNECTICUT.

Disturbed Dublin. The Story of the Great Strike of 1913-1914.

By ARNOLD WRIGHT. New York, Longmans, Green and Company, 1914.—xii, 337 pp.

In the history of labor troubles in the United Kingdom since the industrial era began there is no upheaval comparable with that which harassed and dislocated the trade of Dublin from 1911 to 1913, an upheaval which, after bringing much distress on some sixteen thousand of the wage-earning men and women of Dublin, culminated in the complete defeat of the Irish Transport Workers' Union in the winter of 1913-1914. The unrest had its source at Liberty Hall, the headquarters of the Transport Workers' Union, where the presiding officer and impelling force in the long series of strikes from 1911 to 1914 was Mr. James Larkin, one of the most remarkable men who ever obtained a place in the history of trade-unionism in England, Scotland or Ireland.

Mr. Larkin, who first came into prominence in 1908, had made himself a dictator in the labor world of Dublin when in 1913 the employers formed a federation and resorted to lockouts in order to defeat the nondescript trade-unionism that had been created by Mr. Larkin and his official associates at Liberty Hall. These lockouts brought the labor difficulties of Dublin to a head; and at this stage Larkinism created much trouble and embarrassment for the older trade unions in the United Kingdom, raised serious questions for Dublin Castle and for the Asquith Cabinet, and for many weeks riveted public attention in England and Scotland, as well as in Ireland, on Dublin.

Adequate newspaper attention was bestowed on the later stage of the trouble. It could not be otherwise, in view of the disorder and distress in Dublin that resulted from the lockout of fifteen or sixteen thousand wage-earners of the city. But the newspaper reporting was largely either partisan or sensational, and it was concerned chiefly with the extraordinary developments of Larkinism. Mr. Arnold Wright traces the Larkin movement in detail from 1908 to its final and complete collapse in the winter of 1913. It cannot be claimed for Mr. Wright's history that it is much less partisan than some of the newspaper correspondence that was telegraphed to the English newspapers during the last stage of the struggle between Mr. Larkin and the federated employers of Dublin. Mr. Wright is unmistakably on the side of the Dublin employers and of Mr. William Martin Murphy, the leader of the employers, in their resort to lockouts as a means of making an end to the irresponsible trade-unionism that was developed at Liberty Hall between 1908 and 1913. But while Mr. Wright's history has this bias, it is a full and painstaking narrative of the various stages of the Larkin movement. It is prefaced by a remarkably good description of the social squalor of Dublin—the appalling housing conditions for which Dublin has long been notorious. One of the most informing chapters in the history of the labor unrest of 1908–1914 is that in which Mr. Wright examines the journalism of the Larkin movement. Ireland has had many newspapers which gave trouble to the attorney-generals and other law officers of the crown; but none—not even *United Ireland* of the eighties and nineties of the last century—was more daring or more revolutionary than *The Worker*, which was edited by Mr. Larkin and was the official organ of Liberty Hall.

The appendices extend to nearly forty pages; and as they are chiefly documentary, they are of much value to students of one of the most extraordinary developments in the history of trade-unionism in the United Kingdom.

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